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[WHOLE No. 182.]

MISCELLANY.

STEAM NAVIGATION TO EUROPE.—The return of the Great Western to New York, being her third trip across the Atlantic, on an average of less than fifteen days, has satisfactorily demonstrated the practicability of the scheme; and we may now look to see our splendid packet ships superseded by steam vessels of one to two thousand tons burden. Active measures are already in progress for the addition of several other steam vessels in the trade. We annex a few extracts from the English and American papers.

The Great Western made her passage to Bristol in fourteen days, and would have made it in thirteen but for a detention of twenty-four hours, occasioned by some carelessness of an assistant engineer in some operation a day or two out of New York. An operation not, however, in the least degree connected with the safety of the boat. She did not leave Bristol on the day she was expected to sail, in consequence of some change in the arrangements after she arrived. She has made her passage quick enough, however, and seems fully to have tested the feasibility of the grand experiment.

During her voyage home she encountered head winds nine days out of the fifteen, and on one occasion a severe gale, yet she accomplished $7\frac{1}{2}$ knots during its greatest severity, with the wind directly in her teeth, and completed her voyage to King-road in 14 days and $7\frac{1}{2}$ hours, her engines averaging from 17 to 19 strokes a minute, and with a consumption of less than a ton of coal per hour.—*Bristol paper.*

The passengers speak in the highest terms of the Great Western and her commander. They say her cabins and state rooms have all the comforts and all the *steadiness* of a drawing room on shore. Her arrival in England was greeted with the heartiest demonstrations of joy and congratulations. One of the papers thinks that Captains Hosken and Roberts ought to receive the honors of knighthood.

On the arrival of the Great Western at Bristol, the passengers united in a letter to the Captain, expressive of their confidence in the ship, and the comforts and luxuries they had enjoyed in their passage across the Atlantic, which they denominated "a pleasure excursion from New York to Bristol." They also gave him a piece of plate of the value of £53.

The success of this great undertaking has produced unusual excitement in England; and the number of ships immediately to be built, will secure to us in a short time arrivals and departures at least once in ten days. The *Bristol Company*, particularly, are desirous of forming a connection with a company in this city, and will subscribe half the capital for a steam ship to run in connexion with the Great Western.

At a meeting of the Board of Directors of the Great Western Steam Ship Company the following resolutions were adopted:

That this Board is deeply sensible of the distinguished favor shown to the efforts of the Company which they represent, by the Government and civic authorities and the inhabitants of the United States, and of the individual kindness and hospitality with which Capt. Hosken and the officers of the Great Western have been received during their late visit to America.

That Capt. Hosken be directed to make such use of the foregoing resolutions on his arrival at New York

as, in conjunction with Mr. Irvin, he may deem expedient.

That a steamboat of not less dimensions than the Great Western, be forthwith laid down, to be named the "City of New York."

The British and American Steam Navigation Company's new boat, the *British Queen*, was launched on the 24th May, the birth-day of Queen Victoria. She is 1862 tons burthen, her engines of 500 horse power, and her speed is estimated at $10\frac{1}{2}$ knots an hour. She carries 500 tons of cargo, and will accommodate 280 passengers.

This ship is visited by crowds of persons—it is estimated that the Sunday previous there were over 50,000 persons to see her. She is the admiration of all who see her, especially Americans. The Br. & Am. Steam Navigation Co. of London, have contracted for another steam ship, to be called the *President*; the engines of which are to be built by the celebrated firm of Fawcett & Co. of Liverpool; and were receiving contracts for three vessels of greater size and capacity than the *British Queen*—two intended for the London trade and two for the Liverpool; those for the Liverpool line are intended to carry 1,500 to 2,000 bales of cotton.

The Liverpool people are preparing to avail themselves of their new order of things with their accustomed spirit. Sir John Tobin's steamer, the *Liverpool*, is expected to be ready by the 1st of October, and in the mean time, some of the vessels of the Dublin and St. George's Companies are to be chartered and despatched across the Atlantic.

A Liverpool paper of the 1st of June says, that the City of Dublin Company are preparing to share in the competition of transatlantic steam navigation, and propose announcing their plans immediately.

LAUNCH OF THE BRITISH QUEEN.—For some time past "old father Thames" has not presented such an interesting appearance as it did this day, May 24, at the launch of that tremendous steamer, the *British Queen*, at Messrs. Curling & Young's, shipwrights, at Limehouse. She is the property of the British and American Steam Navigation Company, and is intended to trade between London and the United States; she is said to be the longest ship in the world, the length exceeding by about 35 feet that of any ship in her Majesty's navy.

At an early hour this morning the dock-yard was crowded with persons anxious to witness the launch, and the proprietors of the same had erected several splendid tents and booths for their reception. About eleven o'clock, several individuals of distinction arrived, among whom were noticed his Royal Highness the Duke of Cambridge, his Royal Highness Prince George of Cambridge, her Royal Highness the Duchess of Cambridge, the American Minister, Col. Lincoln Stanhope, and several others. The *British Queen* was decorated most tastefully with flags and banners of every description. The shipping anchored near the spot were also trimmed with colors, forming an interesting sight. It is impossible to describe the scene that took place when this "giant of a steamer" quitted the stocks in the docks. As she majestically floated into the Thames, the hearty cheers that were given, and the firing of guns almost rent the air. A band of music, immediately the vessel was moored, struck up the national anthem, "God save the Queen," and a royal salute was fired from the opposite shore. Notwithstanding the unfavorable weather, no less than 7,000 persons witnessed this interesting sight. The river was crowded with boats containing well-dressed ladies. Since the above was written, we learn that his Grace the Duke of Wel-

lington was present, and drank success to the British Queen.—*London Shipping Gazette*.

We subjoin an accurate account of her dimensions, as furnished by the builders, Messrs. Curling and Young:

Length, extreme, from figure-head to taffrail,	275 feet.
Length of upper deck,	245 feet.
Length of keel,	223 feet.
Breadth within the paddle wheels,	40 feet 6 in.
Breadth, including paddle boxes,	64 feet.
Depth,	27 feet.
Tonnage,	1863 tons.
Power of engines,	500 horses.
Diameter of cylinders,	71½ inches.
Length of stroke,	7 feet.
Diameter of paddle-wheels,	30 feet.
Estimated weight of engines, boilers, and water,	500 tons.
Ditto for coals, for 20 day's consumption,	600 tons.
Ditto of cargo,	500 tons.
Draught of water with the above weight and stores,	16 feet.

The British Queen is believed to be the longest ship in the world, the length exceeding by about 35 feet that of any ship in the British navy.

VISIT TO THE HERCULES.—On Sunday, 17th inst. the steamers Kingston, and John W. Richmond made an excursion to Newport, with a great number of passengers, who, as well as numbers of citizens, were invited on board the French ship of war Hercules, at anchor near the old round fortification upon the Dumlplings, erected by John Adams, near the mouth of the harbor. The editor of the New York Whig was among the number of the guests, and has furnished a highly interesting account of the excursion, from which we give the following spirited extract:

A busier and more animated scene we never witnessed. The wind blew mildly from the southwest and the French and American flags fluttered in the breeze. From the mizen peak of the frigate floated the American banner. Her ports were thrown open, and huge thirty pounders pushed out their black muzzles in awful array, three tiers deep. Seated in the yawl of the steamboat, and accompanied by her gallant captain, we made our way quietly to the enormous ship so soon as the bustle was over. We approached the stairway, of easy ascent, and capacious enough to admit of three persons abreast. The foreign accent of the sailors and the sharp shrill orders of the Lieutenant at the gangway, fell agreeably upon our ear.

"Montez, montez—vite, vite," would exclaim three or four voices at the foot of the stairs.

"Kingston—voilà la Kingston—Kineston—Keniston—Killinston," a hundred other voices would cry out.

The sailors thus employed were amusing themselves with pronouncing this outlandish name, and their frequent attempts were curious enough. As we ascended we heard another of the group trying to pronounce the words, "John W. Richmond."

"Comment s'appelle-t-il, ce bateau de vapeur là?"

"Jean oui Riche monde!" would exclaim another.

"Ah—ha! c'est un pays tres riche—celà est la raison," some one else would say, and then the whole party would laugh outright.

Just as we stepped upon the gunwale the assemblage on the spacious deck of the vessel formed a beautiful coup d'œil. At that moment a party of the ship's crew, were playing with the quarter staff, the broad sword, the small sword, and with the gloves. Some were wrestling. Many of the visitors were enjoying this scene. Others were engaged in inspecting the guns. Others again were promenading the poop-deck. About one half of the company

were ladies, and we need not say they were beautiful, when we say they were Newportians and Providencians. Newport has long been celebrated for its pretty girls, and on the present occasion they looked more lovely than ever. Such cheeks, such eyes, such brows, lips, such forms—would that we had words to tell of them! Though the crowd was so large, yet there were the gallant and brave officers of the vessel engaged most assiduously in explaining to the fair visitors in half-English every curiosity that met the eye. A moment more and we stepped from our elevated position to make room for others who were now ascending the stairway.

To the reader who has never been on board of a ship of war, a description is a tedious and unmeaning thing. To him who has enjoyed that satisfaction, a detailed account would be needless. What shall we do then? Stroll with us, and we'll pick up such flowers as may chance to present themselves.

We enter the dining room, which is under the poop-deck. This is a spacious and well furnished chamber, sufficiently high for tall Americans when batted. Aft of this is a sort of parlor, or general assembly room appropriately and elegantly set off. Doors lead from it to a balcony that extends across the stern and around either side, about twenty feet. The Prince de Joinville's chamber is on the left, if you stand faceward to the bow. The Commodore's is on the right. Let us go into the Prince's room. It is furnished after the manner of all French chambers, being divided into a sleeping and sitting apartment. A door opens from it to the balcony. The Commodore's room is equally elegant and convenient.

"Is the Commodore on board?" said we to a gentleman who was quietly seated on a sofa.

"He is not, sir," he replied in a most polite manner.

"When does the Prince embark?" we asked.

"It is uncertain, sir. He is to attend a magnificent dinner at New York, on the 17th instant. If he arrives there in time for that occasion, he will embark on board a steamboat direct for this place, whence he will sail," replied the gentleman on the sofa. In a few minutes more of conversation, we discovered that our interlocutor was Mr. Gouraud, the Vice Consul of France for Rhode Island.

We never saw a more contented set of men than the crew of the Hercules. They are all young men, from the age of nineteen to thirty years. They are rationed well, and drink their regular portion of wine every day. In person they are rather under size, but in muscular exercises evince unusual strength.

Very few of the middies were on board, most of them having a furlough to visit the neighboring cities. There are only fifteen for the whole crew, which numbers 850 men. The complement for the vessel is 950, all told. The Hercules carries 110 guns when on service. She belongs to the second class, and is one of fifteen others. Of the first class ships in the French navy there are ten, as large as the Pennsylvania. The Hercules is entirely new, this being her first voyage.

We noticed some improvements in the arrangements of the vessel, but as they would only interest nautical men, we pass them by. In the disposition of the guns, and the fixture of the fighting apparatus, there was nothing extraordinary. On the return of the vessel it is expected that she will be supplied with percussion muskets.

You see this room, reader. It is the hospital. It has no inmates. Here is the chapel. Behold—the image of our Savior and the pictures of the marine patron saints. Thus it is that the genius of the French Government unites religion with all the pursuits of man. Sailors are religious from the force of circumstances, and if they can have a hope to cling to as the anchor of their faith, there are no happier beings. A ship of war is a little world, and must be governed as such. We mingled a good deal with the sailors,

talked bad French with them, were corrected when we made an error, listened to their vivacious and enthusiastic conversation for nearly two hours, and yet we scarcely heard an oath beyond *Sacre nom de Dieu*.

At the request of Captain Townsend we left the frigate about 2 o'clock, P. M., to go on board the John W. Richmond, for the purpose of taking a glass of wine with the Commodore. This was an interesting occasion. There were some dozen of gentlemen assembled round a table laden with the best wines and refreshments that our city can boast of. The meeting was *sans ceremonie*, and the utmost good feeling prevailed. A gentleman present gave the following toast:

Louis Phillippe the King of the French—May his days be long in the land which he now governs with so much wisdom.

The Vice Consul acted as interpreter on the occasion. This sentiment gave great satisfaction. The Commodore rejoined:

The United States of America, and their President—May they never desert that policy which alone can develop the immense resources of the country and make the American people the greatest nation on earth!

Such kind wishes only tend to increase the warmth of feeling that already prevailed. Another gentleman gave this sentiment:

The early friendship between France and the United States—May it ever be continued and promoted by more frequent occasions of social intercourse.

This allusion to the early friendship of the two countries elicited the most lively and animated conversation for the next half hour, during which we had, ourself, the honor of listening and replying to the Commodore, who manifested a thorough acquaintance with the topography and enterprize of our country. Well may France be proud of her chief officers, if, like Commodore Casey, they join to the knowledge of their profession such an intimacy with all other subjects. It came soon to our turn. We gave:

The French Navy—In peace, the honor and pride of France—in war, the sure bulwark of her liberty and the prompt avenger of her wrongs.

The American Navy was then toasted in a becoming manner by one of the officers present. Several other sentiments were given, and the company parted in the utmost harmony. So soon as the Commodore and his officers were seated in his gig, the host of passengers on board the Richmond gave three cheers that made the welkin ring. They were returned three times three by the crew of the boat.

On Monday the 11th, the frigate was crowded with visitors. They seemed to come in from all quarters. For several days previous to our visit, this had been the case, and we were told by the Commodore that not a single accident had happened to any one. He felt peculiarly gratified at this, as he was sure not less than 2,000 persons had honored him with their company.

From the Boston Mercantile Journal.

SEAMEN'S FRIEND SOCIETY.—This Society held its Anniversary meeting Wednesday forenoon at the Marlboro' Chapel. After a prayer had been offered, the Secretary, Rev. Mr. LORD, read an abstract of the Report, which represented the condition and prospects of the society as very encouraging. The Church connected with it was increasing—twenty additional members had been admitted during the past year. The Sabbath School was in a most prosperous condition, and besides children, several classes of adults attended, who were desirous of receiving instruction. The Windward Anchor Temperance Society, which was organized more than a year ago on the principle of abstinence from all intoxicating drinks, was now under full sail with a

favorable breeze, while the Marine Temperance Society, which only confined its members to ardent spirits, had foundered and disappeared. The SAILOR'S HOME had equalled the most sanguine expectations of its friends. During the past year a larger number of seamen had found there a quiet home, than during the preceding year. The whole number who had been accommodated there was nine hundred, of whom one hundred were officers of vessels. The beneficial influence of such an establishment on commerce and religion must be very great—and our ship-owners are already reaping a rich harvest in consequence of the establishment of the Sailor's Home. It is now more than two years since it was established—the experiment has been tried, and the result has been most gratifying. But so far as relates to dollars and cents, it has been a losing concern. During the past year, the expenditures have exceeded the receipts several hundred dollars. It is believed, however, that when commerce improves, it will be able to sustain itself—but it has a greater object in view than merely dollars and cents.

Rev. Mr. FITCH introduced a resolution, that the Report be adopted and printed. He addressed the audience in a forcible speech on the importance of extending to seamen the blessings of moral and religious instruction. He viewed the sailor as the Representative in foreign lands of the religion of his country; and if his religious principles were correct, he might afford much aid to the cause of Christianity: but if otherwise, if profane, licentious, and intemperate, he would undo in a few days all that Missionaries had been years in effecting. If we can succeed in reforming their characters, and making them Christians, they will carry the Gospel round the world, and will do much to extend far and wide the religion of our Saviour.

Rev. Mr. WOODBRIDGE of New York, addressed the meeting in favor of the adoption of the resolution, and advocated with much fervor the cause of the sailor.

Rev. Mr. BLAGDEN of Boston, offered a resolution "that obedience to the scriptural injunction 'love thy neighbor,' demands peculiar efforts in behalf of seamen." Mr. Blagden described with great force and power the physical and moral wants of seamen, and made an eloquent appeal in behalf of this portion of the community. He urged some strong arguments in favor of affording them opportunities for moral and religious instruction.

Captain WILLIAM LADD of Minot (Me.) introduced the following resolution:

Resolved, That a Sailors' Home is essential to any effort for the intellectual improvement, and moral and religious interests of seamen.

Capt. Ladd made some remarks in his usual bold and energetic style in support of this resolution. He would speak from his own experience. It had often been the case that when a vessel came within jumping distance of the wharf, shoals of land-sharks sprang on board, went down into the fore-castle, made acquaintance with the sailors, having perhaps a bottle of rum in their pockets, and enticed them to their lodgings, got them intoxicated, and fleeced them at pleasure. It was sometimes the case that a lawyer's crimp would go on board, to persuade the sailor to prosecute the captain or the mate, for some outrage on the voyage. If he followed his advice, the lawyer would be sure to get possession of the meat of the oyster, leaving the shells to poor Jack. The sailor on shore was like a dead whale adrift on the ocean, with gulls, cormorants and sharks constantly picking at his carcase. He once in Alexandria assisted a friend in getting a crew on board. One of the men who had been shipped by his landlord, complained bitterly that he had been cheated—that he had only boarded ashore two days, for which his landlord had exacted all his money, seventy dollars! He told him he should not go off until he

had seen the landlord. He sought him and demanded his bill. It was brought—and there was Grog, Grog, Grog, dance, fiddle, grog—but the whole amount, when *correctly* added up, although it was evident the poor fellow had been enormously overcharged, was only thirty dollars! This was the way the sailor was generally treated whenever on shore. Captain Ladd described the pleasing anticipations which he had cherished when returning from a voyage to sea—when about to land on his native shore, and greet his dearest friends. The cry of “Land Ho! on the lee bow,” would cause a thrill to run through his heart. But what was the case with the generality of seamen? They had no friends to greet them—instead of meeting on the wharf with a mother, a sister, or a brother, they met their deadliest foe, who strove hard and almost always successfully to accomplish their ruin. It was for these men, these friendless and persecuted seamen, that a HOME should be provided. He hoped that the times when sailors were treated with contempt or scorn, and regarded as degraded, irreclaimable beings, were passed away. A comfortable home should be provided for them in every port, where they could remain, enjoying the blessings of life, and have opportunities of enjoying moral and religious instruction, without being fleeced by an unfeeling landlord. This is being done. The ladies have come to the rescue, and Boston having set the example, these Homes are springing up in a number of our seaports. When this was effected, there remained one thing more to be done. Suitable persons should be employed, faithful old sailors, for instance, who could no longer labor on the seas, to go on board these ships, and save their crews from the sharks—take them by the hand and pilot them to a safe harbor. Such was the practice in London, and he saw no reason why it should not be so in Boston. Capt. Ladd addressed some remarks particularly to a body of fine-looking sailors, inmates of the Sailors’ Home, who were seated near the desk. He claimed kindred with them as a brother tar, having once followed the sea for a livelihood, and delighted in the occupation, but he would confess, that the best part of every voyage was the end of it. He concluded by saying that if he could not dress up his language in the “long shore” style, the audience must take the will for the deed.

Rev. Mr. HOLMES of New Bedford addressed the meeting at considerable length in support of the resolution. He advocated with much force and animation the principle of establishing in our principal sea-ports, Homes for the accommodation and comfort of sailors. He commented very severely on the conduct of shipping officers, and thought the system was a bad one and should not be encouraged—some of them might be good men, but many of them deserved in its fullest meaning the epithet of “land-sharks.”

IMPROVED GUN CARRIAGE.

To the Editor of the Globe.

There may be seen in the Navy Department, a model of an improved gun carriage for ships, invented by Lieut. WILLIAM SMITH of the navy. It is certainly very ingenious, and apparently, what it purports to be, an improvement. The following description may convey a tolerably correct idea of it; but to be perfectly comprehended, the model should be examined.

The improvement is in the *truck* only, which is not exactly round, and consists in the application of an inclined plane to the periphery of the truck, so that in the recoil and the running out of the gun, the effect is obtained of a circular truck, ascending and descending an inclined plane.

The advantages over the truck now in use are many. In the recoil, the gun ascending an inclined plane meets with more resistance, does not bring so

great a strain on the breeching as it does on the present plan, and, consequently, there is less danger of parting the breeching; less force will be required to run the gun out, for, descending the inclined plane, it would almost be carried out by its own weight. The trucks should be somewhat larger than those now in use; for being on an inclined plane, or, which is the same thing, having an inclined plane on them, they must not, when the gun recoils, perform an entire revolution, and the gun, when run out, will always rest on the same side of the truck (the plane or level portion of it) where is sunk an anti-friction roller to facilitate the training of the gun.

Guns worked on this plan would require fewer men than at present, as the work now performed by fourteen or sixteen men might be more easily performed by half that number; and, could a portion of the crews of our ship of war be dispensed with, as doubtless might be done were this carriage adopted into the service, much would thereby be gained. With this carriage the crews of our ships might be reduced at least one-fifth, and the ships be still as efficient as at present. This reduction in the number of the crew would cause a corresponding reduction in the expenses of the vessel, and would leave more room (always a great *desideratum*) for the accommodation of the crew; or the space now required for *berthing* those extra men might be appropriated to the stowage of an additional quantity of provisions, which, the crew being reduced in number, would enable our ships to remain much longer at sea than under the present arrangement. This would be a very important advantage in time of war, as it is sometimes found to be very prejudicial to the interests of the country to send them frequently into port for provisions. Ships could be sent to sea, too, in a much shorter time than at present. They are now frequently detained in port weeks and months, waiting for the full complement of their crews. This, in time of war, would certainly be a matter of very great importance.

It may be objected to the improved carriage that a gun, with the trucks of an irregular figure, will not be as easily transported as one with trucks perfectly round. This may be true; but it should be recollected that it is very seldom necessary to transport a gun, and should it be, it might be done upon ordinary trucks, as carronades are now transported, or upon spare trucks kept for the purpose, which might be substituted for the others with very little loss of time; or it might be done with a wet swab, as it is sometimes, and very promptly and conveniently. This objection, therefore, (the only one, I believe,) is trivial and easily obviated.

Whatever may be the merits of Lieut. Smith’s invention, it is to be hoped it will have a fair trial. The character and standing of that officer, both personal and professional, challenge that slight courtesy. The experiment, if unsuccessful, would cost but a few dollars; but, if successful, a great saving would be effected in the naval expenditures. C.

From the Albany Argus, June 9.

FRONTIER DEFENCES.

HOUSE OF REPRESENTATIVES, }
Monday, June 4th, 1838. }

To the Hon. J. R. POINSETT,

Secretary of War:

SIR: In addition to the conversation which I had the honor to hold with you this morning, in relation to the disturbances on the northern frontier, arising out of the burning of the steamboat “Sir Robert Peel,” and the necessity of sending troops to that frontier, I beg leave again to press that subject upon your consideration, and urge upon you the necessity of displaying a regular force of United States troops on that frontier sufficient to restore quiet, and prevent farther disturbances and apprehended retaliation, as well as to preserve neutrality.

The exasperated state of feeling on both sides of the line, arising out of the political troubles and hostilities in Canada during the last winter, had unfortunately reached a very high pitch, particularly on the Canada side of the line, and my constituents are not without well grounded fears that the lawless and atrocious act of piracy above referred to, which has been committed in our waters (as it is believed, however, by Canadian refugees or others not our own citizens) may, in the just indignation which it may excite on the Canadian side, lead to indiscriminate acts of retaliation on their part, eminently dangerous to our own citizens, and subversive of the peace of the frontier.

Under these circumstances, I would ask whether it would be consistent with the public interests, and in accordance with that duty which rests upon the General Government to afford equal protection to all parts of the country, where protection is needed, to withdraw a regiment, or part of a regiment, from Florida or the Cherokee country, in order to garrison the military posts on the northern frontier.

The necessity of some military force at those posts, and a force too, sufficient for the exigency of the times, is too apparent, and I am sure too well understood by you, to require any farther remarks from me; and I trust that every effort will be made by the department, to afford that protection to the citizens of that frontier which they have a right to expect.

Very respectfully,

Your obedient servant,

I. H. BRONSON.

DEPARTMENT OF WAR, June 5, 1838.

SIR: I have the honor to acknowledge the receipt of your letter of the 4th inst., reiterating your request that the Government would send additional forces to the northern frontier, in order to preserve the neutrality of the country, and prevent the commission of outrages similar to that which lately has been perpetrated there.

This department has, from the commencement of the disturbances in Canada, used every exertion to restrain our citizens from taking part in them, and has, for that purpose, sent to the northern frontier all the troops which could be spared from the points where their presence was still needed. Upon learning, very lately, that some difficulties were to be apprehended in the neighborhood of Sacket's Harbor, measures were taken still farther to strengthen that frontier by bringing troops from the more northern parts. To remove any part of the regular forces from the Cherokee country, until we know more of the disposition of those people, and ascertain positively whether they will accept the liberal offers of Government, and remove peaceably to their new homes in the west, might be attended with the most injurious consequences; nor can the department consent to withdraw any part of the army destined to protect the inhabitants of Florida, as it is convinced such a movement would expose that territory to the depredation of the savages. The accounts from the western frontier are of a character to render it very desirable to augment our force there; and it cannot, in my opinion, be diminished in the slightest degree without danger to the peace of that country.

You will perceive from this statement, that our little army is actively and usefully employed elsewhere, and cannot be withdrawn from its present stations without serious injury to the public service; I am convinced, however, that it is of the last importance to place a competent force upon the northern and eastern frontiers. The character of the country and the obligation of the Government to maintain its treaty stipulation, to protect its own citizens, and to execute the laws, all require the presence of a regular force, under the command of prudent and discreet officers. Having these objects in

view, and aware of the exigencies of the service, the department recommended most urgently an increase of the army, and an additional number of regiments. If Congress should view the matter in the same light, and think proper to authorize any additional number of troops, I assure you that the utmost exertions will be used by the department to comply with your wishes, and to place a respectable force on the frontiers of Canada.

Very respectfully,

Your most obedient servant.

J. R. POINSETT.

Hon. I. H. BRONSON,

House of Representatives.

Correspondence of the New York Daily Express.

BUFFALO, June 19, 1838.—All is peace and quiet on this frontier from one Lake to the other. We had something of an outrage committed upon Major Webb, the British officer in command at Fort Erie, one day last week. The Major was on our side on some business, some vagabonds on the Terrace recognized him, and one of their number feeling exceedingly patriotic assaulted him very grossly, striking him and throwing eggs at him. What made the matter still worse, two of the town constables stood by and did not prevent the aggression. The County Court being in session, a special Grand Jury was impanelled, and seven, including the two town constables, were indicted. They had their trial last week. The two constables were each fined \$75, and the principal leader and actor in the disgraceful transaction was fined \$50 and 30 days imprisonment in the county jail. Riots are not tolerated in this city, and any attempt that way will be severely punished. The utmost harmony prevails on both sides, and more good feeling than for many months past. One of our fire companies got up a pleasure excursion on board the Red Jacket, to the Falls, the second day after the affair with the Major; they engaged a band of music, dressed them with red coats, and when passing down the river opposite to Waterloo, the band played, "God save the King,"—and we were cheered by the officers and soldiers along the shore. The greater portion of the party landed at Chippewa, and were treated with every civility and kindness that could be shown. After getting into the cars for the Falls, and before starting, the band again played "God save the King." The officers and soldiers stood uncovered along the bank, and when the cars started off gave three hearty cheers, which were as heartily returned by those in the cars. The party were treated with the utmost respect while on that side. They were agreeably disappointed, for their reception was altogether more welcome than they had anticipated, especially after what had happened in the city.

When navigation closes, unless we have a strong force, there will be serious disturbances along the frontier.

SUB-MARINE ARMOR COMPANY.—There is a great deal in a name, and impressions are often taken up, and even judgments formed, on names alone. Such we confess to have been our case in regard to the association formed under the title of the "Sub-Marine Armor Company." The name is so fantastic, that it at once produced the impression upon us, that the objects were little less so; but on conversing with one of the parties, and learning from him the details of this improvement upon the diving bell, we became converts to the real utility and practicability of the undertaking, notwithstanding its fantastic name.

The sub-marine armor is a water-proof casing of block tin, ensconced within which, and supplied with air from above through an elastic tube of coiled wire, coated with Indian rubber, which can neither be compressed, or become pervious, a man or any

number of men, may descend to the bottom of rivers, or the sea, and there walk about at leisure, surveying, what it has hardly been supposed it would ever be given to man's eyes to survey, the submerged treasures of the ocean; and by means of grapplings from the vessel above him, raising any objects of value. Already the wreck of the Bristol has been visited by these *armed men*, and some thousands of dollars in value rescued from her.

Of the benefits and certainty of success of this enterprise, which, moreover, appeals a good deal to the imagination, we have no doubt, and therefore call attention to the advertisement, which notifies that books of subscription to the stock of the association are about to be opened.—*New York American*.

FRENCH WHALE FISHERIES.—A late French paper states that there are 48 vessels belonging to the Port of Havre engaged in this trade, measuring on an average 447 tons each, and costing altogether from nine to ten millions of francs. The number of men employed on board them is about 1,500, and nearly 1,000 families depend on profits made by this fishery. Not less than 1,800 workmen are supposed to be engaged in Havre in various occupations resulting from the produce of this branch of trade. In a full season, 100,000 barrels of oil, each 200 lbs. weight, would be brought home by these ships, together with 250,000 lbs. of whalebone; the value, added to 1,250,000 fr. premium paid by the state, the encouragement of this fishery, would make the total value of a full season 9,500,000 fr. The true estimate, however, of an average season, is about one-third less, giving a sum that shows the importance of these fisheries in the South Seas to France.

[FROM PAPERS RECEIVED AT THIS OFFICE.]

BRITISH NAVAL STATISTICS.—The following statement of the comparative health of the seamen of the British Navy, in the years 1779, and the close of the war in 1813, is extracted from an article on the Navy, in the *Encyclopædia Britannica*, furnished by John Barron:—

“From the official returns collected by Sir Gilbert Blaine, Mr. Dupin, the French writer, well versed in naval affairs, has drawn out the following table, which exhibits, at one view, the progressive diminution of sickness, death, and desertion in the British navy, calculated on 100,000 men:—

Years.	Sent sick to Hospital.	Deaths.	Desertions.
1779	40,815	2,654	1,424
1782	31,617	2,222	993
1794	25,027	1,164	662
1804	11,978	1,006	214
1813	9,336	698	10

THE FRIGATE PIQUE. An officer of the Pique thus announces the arrival of that ship at Halifax:—“We had a boisterous and unpleasant passage; a succession of gales of wind, varying from S. W. to N. W. being right in our teeth, with tremendous snow storms and heavy falls of rain, sleet, and hail. Never before did I experience such bad weather, or suffer so much from the violent pitching and rolling of a ship. The Pique labors dreadfully; she is the most uneasy vessel I ever served in, and the only one I ever knew to roll so deep as to plunge her lee gangway under water. This she has done frequently.”

LITERAL OBEDIENCE.—When Gen. Boyd, of the American army, was Col. of the 4th infantry, he received from his tailor a military full dress coat. He was remarkably neat and accurate in the fitting of his dress, and he expressed great displeasure on finding a wrinkle under one arm, when he put on this new garment.

Patrick inquired where he should put the coat when he took it off.

“On the fire!” said the Colonel.

Patrick went away, and when the Colonel, half an hour after, fancied he smelt woollen burning, he called his servant to learn if any thing was wrong in the kitchen below. He was assured, “it is nothing but the small remains of your honor's coat, you bid me burn—it's not often ye see the like in a kitchen fire—none but the military can afford it, I'm thinking.”—*Missouri Saturday News*.

REVOLUTIONARY REMINISCENCES.—We have been very much gratified with the perusal of a manuscript containing the Revolutionary Adventures of Ebenezer Fox, of Roxbury in this State. It is interesting, being full of incident—and valuable, as illustrating an important period of American history. Of its authenticity, we presume, there can be no doubt. The horrors of the “Old Jersey Prison Ship,” at New York, are here detailed in a truly graphic style, and some interesting facts are given relating to our early naval warfare with Great Britain. We are happy to learn that the manuscript is about to be published. It will make a small volume, which, we doubt not, will be eagerly sought for.—*Boston Mercantile Journal*.

LAW OF THE UNITED STATES.

[PRIVATE.—No. 67.]

AN ACT authorizing the Commissioner of the Patent Office to issue patents to Angier March Perkins and to John Howard Kyan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of the Patent office be, and he is hereby, authorized, on application at any time within six months from the passage of this act, to issue a patent to Angier March Perkins, for his invention of an improved method of warming buildings and heating and evaporating fluids, for which said Perkins took out letters patent in England, on the thirtieth day of July, one thousand eight hundred and thirty-one; and also to John Howard Kyan, for his invention of an improved method of preserving vegetable substances from decay, for which letters patent were granted in England to said Kyan, on the thirty-first day of March, one thousand eight hundred and thirty-two, notwithstanding the lapse of more than six months from the publication of the aforesaid letters patent respectively; the said Commissioner being governed, in all other respects, in considering such applications and issuing said patents, by the provisions of the existing general laws relating to granting and issuing patents for new inventions and discoveries; and the said patents so granted shall confer the same rights and privileges as are conferred by patents granted under the general law aforesaid, and no other, excepting, as herein mentioned: *Provided, however,* That the said patents shall be limited respectively to the term of fourteen years from the time of the publication of said original letters patent: *And provided, also,* That the same shall not be construed to deprive any person of the right to use, or vend to others to be used, the mechanism or apparatus invented and employed in the practice or use of the said improved methods respectively, which may have been made, constructed, or purchased, for the purpose or purposes aforesaid, prior to the passage of this act.

APPROVED, May 31, 1838.

S. 55—IN SENATE OF THE UNITED STATES.

December 19, 1837.—Agreeably to notice, Mr. RIVES asked and obtained leave to bring in the following bill; which was read twice and referred to the Committee on Naval Affairs.

May 15, 1838.—Reported with amendments, viz: Strike out the parts within [brackets,] and insert those printed in *italics*; accompanied by a special report, (No. 443.)

A BILL to establish and regulate the navy ration, and for other purposes.

Be it enacted by the Senate and House of Representa-

tives of the United States of America in Congress assembled, That the navy ration shall consist of the following daily allowance of provisions for each person:

[Fourteen ounces] *one pound* of salted pork, with half a pint of pease and beans; or one pound of salted beef, with half a pound of flour, and a quarter of a pound of raisins, dried apples, or other dried fruits; or with half a pound of rice, two ounces of butter, and two ounces of cheese, fourteen ounces of biscuit, one-quarter of an ounce of tea, or one ounce of coffee, or one ounce of cocoa; two ounces *and an half* of sugar, and one gill of spirits; and of a weekly allowance of half a pound of pickles, or cranberries, half a pint of molasses, and half a pint of vinegar.

SEC. 2. *And be it further enacted*, That fresh meat may be substituted for salted beef or pork, and vegetables for the other articles usually issued with the salted meats, allowing one and a quarter pound of fresh meat for one pound of salted beef or for [fourteen ounces] *one pound* of salted pork, and regulating the quantity of vegetables so as to equal the value of those articles for which they may be substituted.

SEC. 3. *And be it further enacted*, That, should it be necessary to vary the above described daily allowance, it shall be lawful to substitute one pound of soft bread, or one pound of flour, or half a pound of rice, or fourteen ounces of biscuit; half a pint of wine for a gill of spirits; half a pound of rice for half a pint of beans or pease; half a pint of beans or pease for half a pound of rice.

When it may be deemed expedient by the President of the United States, Secretary of the Navy, commander of a fleet or squadron, or of a single ship, when not acting under the authority of another officer on foreign service, the articles of [spirits,] butter, cheese, raisins, dried apples, or other dried fruits, pickles, and molasses, may be substituted for each other, *and for spirits*: *Provided*, The article substituted shall not exceed in value the article for which it may be issued, according to the scale of prices which are or may be established for the same.

SEC. 4. *And be it further enacted*, That, in cases of necessity, the daily allowance of provisions may be diminished or varied by the discretion of the senior officer present in command, but payment shall be made to the persons whose allowance shall be thus diminished, according to the scale of prices which [are] is or may be established for the same; but a commander who shall thus make a diminution or variation, shall report to his commanding officer, or to the Navy Department, the necessity for the same, and give to the purser written evidence of the change.

SEC. 5. *And be it further enacted*, That no commissioned officer or midshipman, or any person under twenty-one years of age, shall be allowed to draw the spirit part of the daily ration, and all other persons shall be permitted to relinquish that part of their ration, under such restrictions as the President of the United States may authorize; and to every person who, by this section, is prohibited from drawing, or who may relinquish the spirit part of his ration, there shall be paid, in lieu thereof, the value of the same in money, according to the prices which are or may be established for the same.

SEC. 6. *And be it further enacted*, That all purchases of slops, groceries, stores, and supplies of every description, for the use of the navy, as well for vessels in commission as for yards and stations, shall be made with and out of the public moneys appropriated for the support of the navy, under such directions and regulations as may be made by the executive for that purpose; and it shall not be lawful for pursers or other officers, or persons holding commission or employment in the naval service, to procure stores or any other articles or supplies for, and dispose thereof to the officers and crew, during the period of their enlistment, on or for their own account and benefit; nor shall any profit or per centage upon stores or supplies be charged to or received from persons in the naval service, other than those which are hereinafter prescribed.

SEC. 7. *And be it further enacted*, That it shall be the duty of the Executive to provide such rules and regulations for the purchase, preservation, and disposition of all articles, stores, and supplies for persons in the navy, as may be necessary for the safe and economical administration of that branch of the public service, and to prescribe the advance or per centage which

shall be added to the cost thereof, and charged to the persons to whom the same may be furnished, disposed of, and disbursed: *Provided*, That such advance or per centage shall be no greater than [is] *may be deemed* sufficient to meet the ordinary and usual losses and wastage upon the respective articles, and save the Government from expense and loss in purchasing, safe keeping, and [disbursing] *dealing out* the same.

SEC. 8. *And be it further enacted*, That it shall be the duty of a purser in all cases in which any stores or supplies may be purchased or procured by him, to submit to his commanding officer the bills of the cost thereof, for his examination and approval, after which the purser shall pay them, and transmit the duplicates to the Fourth Auditor, as now required by law.

SEC. 9. *And be it further enacted*, That pursers attached to, and doing duty in, navy yards, stations, and all vessels of a larger class than schooners, shall be authorized to appoint an assistant or clerk, to be approved of by the commanding officer of such yard, station, or vessel, and the yearly compensation of said assistant shall be as follows, to wit: of an assistant in a sloop of war, station, or steam-frigate, [five] *four* hundred dollars; in a frigate, or at a navy yard, or receiving vessel, [seven] *six* hundred dollars; in a ship of the line, [nine] *eight* hundred dollars; said assistant or clerk shall [while at sea] have the privileges [of a steerage] *which are allowed to the clerk of the commanding officer*, and each purser and assistant, while attached to vessels in commission, shall receive one ration per day.

[SEC. 10. *And be it further enacted*, That pursers and other persons employed in the disbursing and pay department of the navy, shall receive three and a half per centum upon all public moneys, stores, and supplies, received and disbursed by them, except provisions furnished from the navy stores, in lieu of the per centage and allowances authorized by the existing laws and regulations, with the exception of pursers of navy yards and stations, who shall receive the one-half of one per centum upon the public moneys received and disbursed by them, and the commissions arising from the aforesaid per centage shall be charged under the head of appropriation for the pay of the navy: and which commissions upon the pay of the officers and crew shall be calculated upon the amount which shall have accrued on each respective pay roll.]

[SEC. 11. *And be it further enacted*, That no purser shall, except when the emergency of the service make it necessary for the Secretary of the Navy to deviate from this rule, be appointed to a sloop of war, steam frigate, or receiving vessel, until he shall have been three years in commission as a purser, and served two years in some small vessel or vessels; nor to a frigate or navy yard, until he shall have been eight years in commission as a purser, and served five years in some vessel or vessels less than a frigate; nor to a ship of the line, until he shall have been twelve years in commission as a purser, and served seven in a vessel or vessels less than a ship of the line.]

SEC. [12.] 10. *And be it further enacted*, That the pay of a purser in the navy shall be as follows, to wit: for the first five years he shall be in commission, one thousand dollars; for the second five years, one thousand two hundred dollars; for the third five years, one thousand four hundred dollars; for the fourth five years, one thousand six hundred dollars; and after twenty years, one thousand eight hundred dollars; *and the pay, while on furlough, shall be two-thirds of the amount of pay while under or waiting orders for service.*

SEC. 11. *And be it further enacted*, That pursers in the navy, in addition to their annual pay, shall receive for their services the following compensation, viz: while under orders for service at the navy yards at New York, Boston, and Norfolk and Pensacola, one thousand eight hundred dollars; at other navy yards, one thousand two hundred dollars; while under orders for service in receiving vessels, and vessels smaller than frigates, three and a half per centum, and in frigates and all larger vessels, two and a half per centum, upon all public moneys, stores, and supplies received and disbursed by them, except provisions furnished from the navy stores, and money transferred from one purser to another: *Provided*, That the said per centage shall in no case exceed, in a vessel less than a sloop of war, the sum of one thousand dollars; nor in a sloop of war or steam frigate, the sum of one thousand three hundred dollars; nor in a frigate, the sum of two thousand four hundred dollars; nor in a

razer, the sum of three thousand dollars; nor in a ship of the line, of two decks, the sum of three thousand four hundred dollars; nor in a ship of three decks, the sum of four thousand two hundred dollars, in each year; and the commission arising from the aforesaid percentages shall be charged under the head of appropriation for the pay of the navy; and which commissions upon the pay of the officers and crew, shall be calculated upon the amount which shall have accrued on each respective pay roll.

Sec. 12. *And be it further enacted, That no purser shall, except in case of necessity, be appointed to a sloop of war, steam frigate, or receiving vessel, until he shall have been five years in service, and served two years in some small vessel; nor to a frigate or navy yard, until he shall have been ten years in service, and served four years in some vessel less than a frigate; nor to a ship of the line, until he shall have been fifteen years in service, and served six in vessels less than a ship of the line; and said pursers shall, in their respective grades, have preference for employment as nearly as practicable according to the dates of their commission.*

Sec. 13. *And be it further enacted, That nothing in this act contained shall be construed to affect the bonds which have heretofore been given by pursers in the navy, but the same shall remain in full force and effect, as if this law had not been passed; and the Secretary of the Navy is hereby authorized and required to demand and receive from them, or any of them, new bonds, with sufficient sureties, in all cases in which he may consider the same necessary and expedient; and in case any purser shall refuse to give such new bond, it shall be the duty of the executive to dismiss him forthwith from the service.*

Sec. 14. *And be it further enacted, That the pursers of vessels in commission shall, if appointed thereto by the persons interested in any prize, be the prize-agents thereof, and accountable for the discharge of their duties as such to the Navy Department, under such regulations as may be prescribed therefor by the Executive.*

Sec. 15. *And be it further enacted, That the rules and regulations which shall be made in conformity with the provisions of this act, shall be laid before Congress for approval, at the next session.*

Sec. 16. *And be it further enacted, That the provisions of this act shall go into effect in the United States, on the first day of the succeeding quarter after it becomes a law, and in vessels abroad, on the first day of the succeeding quarter after its official receipt; and any acts and parts of acts which may be contrary to, or inconsistent with, the provisions of this act, shall be, and are hereby, repealed.*

SELECTED POETRY.

The following, by WM. M. PRAED, is not only a beautiful poem, but one of the best charades ever written.—*New York American.*

A CHARADE.

Come from my first, aye come!
The battle dawn is nigh:
And the screaming trump and the thund'ring drum
Are calling thee to die!
Fight as thy father fought,
Fall as thy father fell—
Thy task is taught, thy shroud is wrought.
So forward! and farewell!

Toll ye, my second! toll!
Fling high the flambeau's light
And sing the hymn of parted soul,
Beneath the silent night!
The wreath upon his head,
The cross upon his breast,—
Let the prayer be said, and the tear be shed:
So take him to his rest!

Call ye my whole, aye call!
The lord of lute and lay!
And let him greet the sable pall
With a noble song to-day.
Go, call him by his name,
No fitter hand may crave
To light the flame of a soldier's fame
On the turf a soldier's grave.

Answer—Camp-bell.

WASHINGTON CITY;
THURSDAY, JUNE 28, 1838.

THE CANADA QUESTION.

The leading article in the United Service Journal for the present month (which we received more than a week ago, by the Great Western) is devoted to the Canadian Revolt, and concludes with the following words:—

"But all these considerations are for the present swallowed up in the engrossing question that has now arisen in reference to the continuance of hostilities on the part of our *faithless and perfidious neighbors*. Things have been carried too far upon our frontier to be easily arrested or passed over lightly; and the 'baneful domination of the mob' is too complete beyond that line to afford much hope of that atonement from the American Government which national honor now demands. The day of retribution must come—would that we could think it may arrive without the intervention of the sword!"

The Canadian revolt is either misunderstood, or purposely misrepresented, abroad. It will require all the prudence and forbearance on the part of the officers of both Governments, to check, if not to subdue, that spirit of rebellion which it is not to be denied is harbored by many of the inhabitants on each side of the boundary. It is not by inflammatory appeals to the passions of men, such as we have quoted above, that harmony and good order can be restored.

It cannot be proved, for it is contrary to the fact, that the insurgents in Canada have received any countenance from our General or State Governments. Whatever sympathy and aid have been elicited, were the spontaneous offerings of our citizens, for which the Government should not be held responsible, until it can be shown that it has failed to exercise its authority to prevent such aid.

It is known to all the world that the policy of our Government is decidedly pacific; that the people are jealously opposed to large standing armies, or the employment of a greater moral force than will suffice to protect our commerce. Of the very small military force which our laws authorise, it is also well known, that no portion of it was stationed along the Canada frontier between Detroit and the St. Lawrence. If, taking advantage of our weakness at those points, or from a desire to revenge supposed wrongs, and the absence of a strong British military force, attempts have been made to overthrow the existing government in Canada, our Government should not be held accountable. It is admitted by the very article from which we have quoted, "that this wanton and wicked rebellion was alike unforeseen and unprovided for, both by the *local* and the *metropolitan* Governments."

If the British Government then did not foresee, and not foreseeing did not provide against, the rebellion in Canada, it should not, and most probably does not, accuse the American Government of a want of due precaution; for, until occurrences actually transpired, the participation of our own citizens could not have been suspected.

Such observations as the following, quoted from

the aforesaid article, do not become a work of the celebrity and standing which the United Service Journal has attained :—

*** "and but for that treacherous and hostile interference of a neighboring country in our domestic quarrel, which must reflect indelible disgrace upon the American character and institutions, there is not the smallest reason to doubt that peace and submission to the laws would have been immediately restored to the distracted colony." * * * * *

"It grieves us to be obliged to notice, in terms of reprobation and disgust, the conduct of the American citizens since the commencement of our troubles." * * *

"The frontiers of the Union are peopled by as lawless and restless a race of miscreants as any in the world."

There are discontented spirits in every community, always ready to co-operate in any work of destruction and mischief. If a portion of the feeling towards its own Government, manifested by the people of Canada, has been imparted to their neighbors on our side of the border, it is a feeling which does not extend far into the interior, and is not perceptible a few miles from the scene of operations.

Doubtless both Governments are anxious for the restoration of tranquillity, and sincere in their efforts to maintain neutrality; but if it be desirable to preserve and strengthen the bonds of friendship between the people of the two countries, all criminalities by the press should be avoided as far as practicable. The acts of the disaffected of our own population are not approved by reflecting men any where; and their consequences ought not to be visited upon the country at large.

We repeat, that it is only by the exercise of mutual forbearance and courtesy, that the kindly feelings entertained by the mass of the people on both sides can be preserved; and while we should most sincerely deprecate an appeal to arms—the *ultima ratio* of nations—yet we will proudly aver that we do not fear it.

On ordinary occasions we can bear with becoming philosophy the taunts and jeers which are vented by the illiberal or the illiterate, towards our institutions, our habits, or our manners; but when our national honor is impugned and our national faith is aspersed, we should be recreant to the feeling that ought to animate every American bosom, if we did not resent the calumny *instantly*.

STEAMBOAT DISASTERS—The lacerated feelings of surviving kindred, and the generous sympathies of an outraged public, have barely subsided after the mournful tidings of one disaster reach our ears, before we are called upon to listen to another, and yet another—each exceeding the former in the horrors of the scene, and the waste of human life. The melancholy fate of the *Dolphin*—the *Home*—the *Ben Sherrod*—the *Moselle*—*cum multis aliis*—is still fresh in our remembrance, when we are called to record two others: the *Washington*, on Lake Erie, from fire, and the *Pulaski*, on the coast of North Carolina, from the explosion of one of her boilers. Both were new boats, and therefore the more confidence

was placed in them. In the *Washington*, between twenty and thirty lives were lost, and in the *Pulaski* upwards of one hundred; among the latter, it is feared, was Lieut. J. K. F. Mansfield, of the Engineer Corps, who had taken passage in her at Savannah, and whose name is not among those saved.

Lieut. S. B. THORNTON, of the 2d Dragoons, was a passenger in the *Pulaski*, whose name was not in the list published; he reached the shore near New river inlet, on a fragment of the wreck.

All these casualties may be traced to gross carelessness and recklessness, which should subject the guilty persons to the gallows, or the penitentiary for life.

If Congress adjourns without providing some security against, and penalties upon, the recurrence of similar catastrophes, we hope some of its members may barely escape a like fate—not that we wish them or any one else any bodily harm—but that they may judge by experiment what are the feelings produced by the apprehension of being

— "sent to their account,

With all their imperfections on their heads."

DEFENCE OF THE WESTERN FRONTIER.—The number of pressing applications made to the Ordnance office by members of Congress from the western and southwestern States, urging, very strongly, the necessity of placing, immediately, suitable supplies of artillery, small arms, and ammunition, at convenient points, in the States of Arkansas and Missouri, with a view to the protection of the western and southwestern frontiers, has induced the Secretary of War to authorize the placing at Little Rock, Arkansas, and at the U. S. Arsenal, near St. Louis, Missouri, the following ordnance and ordnance stores, at each place, viz:

8 6-pounder guns,
8 6 do. do. carriages, with implements and equipments, complete,
8,500 muskets complete,
1,500 Hall's rifles,
800 charges of 6-pounder grape-shot fixed,
400 do. do. strapped do.
30 bbls. of rifle powder,
7,000 lbs. do. balls,
1,000,000 musket balls and buck-shot cartridges,
8,500 sets of infantry accoutrements,
1,500 do. rifle do.

The stores at Little Rock are held subject to the orders of Brig. Gen. M. ARBUCKLE, and those at the St. Louis Arsenal, to the orders of Maj. Gen. E. P. GAINES; the former having his head quarters at Fort Gibson, (Arkansas,) and the latter at the St. Louis Arsenal.

These generals, commanding the respective sections of the country where the depôts are required to be placed, will, from their knowledge of the military localities, be best able to make the most judicious distribution of the stores, with a view both to their preservation, and to the facility of armament when they are required.

Little Rock and the St. Louis Arsenal are deemed sufficiently near to the possible scene of operations, to place the stores completely under the control of the commanding generals, and to enable them to be drawn as rapidly towards the several points of the frontier as the emergency may require.

These are independent of the stores at Fort Coffee, Arkansas, and at Fort Leavenworth, on the Missouri river.

The Baltimore American copied from this paper of the 14th inst., the official report of Captain Shreve on the removal of the raft in Red river. In the second sentence there is an omission, which varies the sense, and makes it appear that one of the steamboats arrived at the raft 26 days before she left Louisville. The following is the sentence, and the words omitted are placed in brackets:

"The steamer Pearl, with a keel boat in tow, left on the [16th of that month, (Dec.;)] and the steamboat 'Laurel' on the] 27th of January last, destined to the same service. The 'Eradicator' arrived at the raft on the 22d December, the 'Pearl' on the 1st of January, and the 'Laurel' on the 5th of February."

The New York American and the Gazette copied the report, apparently from the Baltimore American, for the same omission occurs in all of them. Possibly other papers, which we have not seen, may have done the same.

The superstition and credulity of sailors are as well known as their fondness for spinning long, tough yarns. The following anecdote, extracted from an article in the United States Service Journal for June, 1838, called "Stories of Greenwich," will be new to, as well as amuse, some of our readers. The narrator, named English, was a pensioner of only 86 years of age, and had served on board the Jupiter, a 50 gun ship, under Captain Reynolds.

"Did you ever see Paul Jones?" I inquired, anxious to learn something original of that celebrated character.

"No," said he, "I never saw him myself, but I was shipmate 'long with plenty who knew him very well. He was in the pay of the French Government, and a desperate chap he was. Never would be taken."

"Not if he could have well helped it," I said.

"He always wore leaden boots in action," continued English; "that was because, if it came to the worst, he could jump overboard, and his boots would sink him."

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate.

JAMES K. PAULDING, of New York to be Secretary of the Navy from and after the 30th inst., *vice* MAHLON DICKERSON, resigned.

JOHN R. LIVINGSTON, Jr., to be Navy Agent for the port of New York, for four years from the 30th inst., *vice* J. K. PAULDING.

Mr. SAMUEL M. POOK, of New York, has been appointed Master Builder at the Washington Navy Yard.

Correspondence of the Army and Navy Chronicle.

"BUFFALO, N. Y., June 15, 1838.—The whole frontier is in agitation from Michigan to Maine. Niagara county, in this State, in which Lewistown is situated, has 500 refugees from Canada and their coadjutors, and are regularly organized by some mysterious oath and ceremonial. I have had a hard time with them and their friends, but succeeded only in finding about 50 stands of arms. They have from 1,200 to 1,700 stands, and 6 pieces of cannon secreted. At a moderate estimate, five thousand people have left Canada, passing the Niagara river ferries, besides all those gone by way of Michigan. These form the refugees on our lines, and excite the sympathies of our people by their tales of wrong and oppression. I have no doubt their boast is religiously true, that they can, at a few hours call, muster 500 men on any point on the Niagara river, and defy opposition from our side. We have less than ninety men (regulars) on the whole Niagara frontier—a distance of forty miles from Fort Niagara on Lake Ontario to Buffalo on Lake Erie; and with reasonable allowance for sick, and necessary guards, we might have sixty men, no more, to control any movements. While on the Canada side there are 1,100, besides 900 at Toronto, only 38 miles from Fort Niagara.

"Dr. Fellows has gone to Fort Brady, and Capt. S. L. Russell is expected this evening at Fort Niagara from Fort Brady."

Extract from a letter, dated FORT GIBSON, May 16.

"No news here other than fast coming reports of the discontent of the Indians—Creeks particularly—chiefly at the prohibition of their trade at the post; and a general belief that there will be war, if our numbers are not increased."

ITEMS.

Lieut. R. E. LEE, of the Engineer Corps, has commenced operations to remove the sand bar in the harbor of St. Louis.

The three new chain cables for the U. S. ship Pennsylvania have arrived at Norfolk from Washington. They are each 2½ inches, 150 fathoms in length, and weigh 141,625 pounds. The moving swivel detached from the cables, weighs 2,281 pounds.

Lieut. R. B. RANDOLPH, formerly of the navy, who assaulted President JACKSON some years since in Alexandria, on his way to Fredericksburg, and against whom process has been issued and re-issued for that assault, though never served, it is said has voluntarily surrendered himself to the Deputy Marshal of Alexandria, been admitted to bail, and will be tried for the offence in October next.

ARRIVALS AT WASHINGTON.

June 18—Lt. W. Maynadier, 1st Arty., Mr. Eveleth's.
20—Capt. C. Thomas, 7th Infy., Gadsby's.
21—Col. S. W. Kearny, 1st Drags., do.
Lt. J. A. Thomas, 3d Arty., Mrs. Latimer's.

LETTERS ADVERTISED.

PHILADELPHIA, June 15, 1838.

ARMY—Lt. Col. W. Davenport, Capt. C. Thomas, E. S. Fayssoux.

NAVY—Dr. W. L. Vanhorn, The Major of the Navy Yard.

MARINE CORPS—Lieut. L. N. Carter.

PASSENGERS.

NEW YORK, June 12, per ship Cambridge, from Liverpool, Com'r. U. P. Levy, of the navy. Per schr. Agnes, from St. Augustine, Capt. H. Brown, of the army, lady, three children, and servant. June 13, per brig Victory, from Pensacola, Dr. W. W. Valk, of the navy, lady, two children, and servant. June 21, per steam packet New York, from Charleston, Lieut. E. C. Ross, of the army.

NEW ORLEANS, May 31, per schr. Col. De Russy, from Tampa Bay, Lieut. W. Grandin, of the army. June 5, per schr. Hyder Ali, from Tampa, Lieuts. C. B. Daniel, J. Sedgwick, and 49 U. S. troops. Per schr. Undaunted, from Tampa, Lieuts. Sherman, Wyse, Rodney, Dyer, and 104 U. S. troops. June 10, per steamer Caroline, from Mobile, Major Zartzinger, and Lieut. Stokes, of the army. June 12, per schr. Molaska, from Tampa Bay, Capt. McRee, and Lieut. Hill, of the army.

SAVANNAH, June 6, per steamboat Camden, from Garey's Ferry, Lieut. S. B. Dusenbery, of the army. June 8, per steam boat Cincinnati, from Garey's Ferry, Major Whiting, Lieut. Williams, and 30 U. S. troops.

CHARLESTON, June 10, per steamer Cincinnati, from Garey's Ferry, via Savannah, Major Whiting, U. S. A. Per U. S. steamer Poinsett, from Black Creek, Lieut. J. F. Roland, U. S. A. June 18, per steamer Isis, from St. Augustine, via Savannah, Lieuts. J. B. Magruder, W. H. French, and 56 U. S. troops, destined for the Cherokee country.

COMMUNICATION.

APPOINTMENTS AND PROMOTIONS IN THE ARMY.

Appointments and promotions in the army are subjects that should be deeply considered upon by those in whose power the authority is placed to grant commissions, and bestow on applicants that honor and merit which many are seeking by mental study, and an apprenticeship to the first principles of military service, as the means of genteely supporting themselves, and as a path to future fame and respect.

These reflections occur from looking back at the appointments of *citizens* as officers in organizing the 2d U. S. Dragoon regiment; and, since then, filling the vacancies in regiments occasioned by the death of officers in Florida and elsewhere. Such being the case, it seems useless to continue longer an academy, designed for the youth of our soil, as a source in which those whose dispositions are military may find the instruction that is requisite for the performance of military duty. But sufficient has been written heretofore on this subject to need no further remark. But as there are students ever present and attending, would it not be their right, and an act of justice to their efforts, to allow them to fill a vacancy when it occurs, though they be not graduated, in place of supplying our different corps with citizens, whose applications for appointments having more influence than merit and good conduct, seldom fail in obtaining the desired end. And then in what situation are they placed on joining a regiment? Ignorant of the duties that are required, even in garrison, not to mention those required in the field, which are of more import, and call for men conversant, and of some experience in military customs, and not those who, having but little knowledge of their relative stations, attach a large share of importance to themselves, which renders them ridiculous, and subject to the contempt of both officers and men.

It often happens that where a vacancy occurs, no cadet is sufficiently prepared to take the place, and it falls to some more favored mortal of the above class. In such a case, would it not be more prudent, and, at the same time, advance the interest of our army in a great degree, to bestow commissions on that class of non-commissioned officers who perform the duties of the non-commissioned staff, and who may merit promotion by their conduct and ability in performance of their respective duties?

Such promotion would at least prove an inducement for filling our ranks with respectable young men of education and ability, and no doubt be far more appreciated by the officers, from being aware that confidence could be reposed in their knowledge and experience previously acquired. Selecting one of the grade as an instance: the sergeant major; next to the colonel and adjutant of the regiment, he is better informed as regards the internal business of a regiment than any other member of it, and as to field duties, is fully competent, both in theory and practice. This is the grade that should be rewarded and promoted; and there are many now serving in different regiments, whose conduct and services merit the approbation of their officers, and should receive something more than empty thanks for the faithful discharge of the trust reposed in them. It is true some of this class have been promoted some time since; and another lately obtained the reward of an eighteen years' servitude,* and may prove an opening for others that shall not be closed again either in peace or war. There are men now in the field, who, in performance of that duty, have had experience of actual field service, and of course instruction sufficient to sustain the character and commission of an officer, either in the field or out of it. Then what more proper or a more just act than that this class be promoted, and not have the constant mortification of witnessing commissions given to citizens, and they obliged to crush all the aspirations they may have secretly cherished of a final reward for the performance of an arduous and harassing duty in the non-commissioned staff of a regiment.

ONE OF THE 4TH INF'Y.

*Sergeant Major James S. Sanderson, 7th regiment Infantry.

DOMESTIC INTELLIGENCE.

LITTLE ROCK, June 6.—About 700 Seminole Indians, from Florida, arrived at the Fourche bar, about seven miles below town, on the s. b. South Alabama, from New Orleans, last week, and remained there until Monday, the water being too low for the boat to come up. The Indians were then taken on board the Liverpool and Itasca, each with two keelboats in tow, and proceeded up the river.

The officers in charge of the party are Lieutenants REYNOLDS and TERRY, U. S. A., and a small detachment of U. S. troops.

These Indians are a part of the band of the noted Chief Micanopy, who accompanies them, as does Cloud and Nocosola, two other noted chiefs. Near one-third of the party are negroes, who appear to have been reared among them.—*Gazette*.

The St. Joseph Times of the 30th ult., says—"Captain Jenkins, of the steamer Izard, reports that four companies of the 6th regiment U. S. Infantry, under the command of Capt. George C. Hutter, which were despatched after the Indians, who had fled from their encampment on the Chattahoochee, were engaged in scouring the country between the mouth of the Apalachicola river and South Cape. No fresh signs had been discovered. The troops were in fine health."

NEW ORLEANS, June 14.—The steamer Tomohischi, Captain Holland, arrived yesterday from Tampa Bay, with 250 Indians, (Alligator's tribe,) under charge of Lieutenant Lovell; and the U. S. transport schooner Columbia is in the river, with 150 more of the same tribe. This boat, when off Mobile point on the 11th inst., burst her boiler, by which five of the firemen were badly, though not dangerously, scalded. One of the deck hands leaped overboard, and after being in the water half an hour was picked up.—*Picayune*.

Information reached Savannah on Wednesday, 20th inst., that the Indians had burnt two bridges on the Ouithlacoochee, and also Fort Drane, abandoned by our troops. Gen. Taylor was expected with fifteen companies to proceed across the Peninsula in the hope of encountering them.

The Edenton (N. C.) Gazette states that General Scott had made a requisition upon the Governor of North Carolina for one regiment of infantry, to aid him in the removal of the Cherokees. The regiment consists of ten companies, numbering seven hundred and eighty men, exclusive of field officers.

ANOTHER FORT ON THE ARKANSAS RIVER.—The General Government has purchased 296 acres of land on the Arkansas river for the sum of \$15,000. The Little Rock Gazette says it is the site of old Fort Smith, having a front of 100 yards on the Arkansas river, immediately below the Choctaw line. It is the intention of the Government to construct strong works at this point, and Capt. C. Thomas, U. S. A. has been selected to superintend their erection.

Extract of a letter from an officer, dated

FORT HURON, WISCONSIN, }
June 6, 1838. }

Here I am, my dear sir, on my way to Forts Winnebago, Crawford, and Snelling. We encamp out every night, and are as hearty as bucks. No news. It is the general opinion among men of intelligence here, that there will be another outbreak in Canada soon, notwithstanding the presence of 12,000 men. The burning of Capt. Marryatt in effigy has very properly exasperated them, (the loyalists.) The expediency of burning the gallant captain at Green Bay, was seriously discussed by the inhabitants. The Captain is making the tour of this country, and has left this place for Fort Winnebago, in company with a detachment of U. States troops.

One hundred and sixty United States troops, in charge of Lieut. Hagner, 1st Artillery, and Lieut. L. O'Brien, 3d Infantry, passed through Green Bay, for Fort Crawford, Wisconsin, on the 5th of June. All in fine health, and amply prepared for their lengthy march over land to their destination.—*Baltimore Chronicle*.

The public road, opened under an appropriation by Congress, from Apalachicola, passing through this place and Marianna, to the Alabama line, is now completed. We have lately travelled over the route, and find it executed in a manner highly creditable to all parties. The bridges are substantially made, mile posts set up the whole line, and we do not hesitate to say that the road is as good a one as can be found in the United States, for the same distance. That part of it, completed by Capt. Simmons, is done in a way to give satisfaction to the public and to the very intelligent Engineers, under whose supervision it was constructed. Major Graham, upon whose recommendation the original route was so altered as to pass through our city, is entitled to the thanks of this community. One of the great obstacles to the prosperity of our place, was its difficulty of access by land. This is now removed, and we already find the advantages from it, in the market-carts, and pleasure parties which impart substantial comfort and gaiety to our city.—*St. Joseph's Times*, June 6.

The U. S. sloop of war Natchez, Capt. Page, arrived at New Orleans off the S. W. Pass on the 8th inst. She left Tampico on the 21st, and Metamoras on the 31st of May. At the time of her departure all was quiet at Tampico; the blockade was still maintained by the French force, and some slight works were thrown up on shore for defence by about 1,500 Mexican troops assembled there. The Natchez

brought over \$60,000 in specie. She was expected to return immediately to the same ports.

It seemed to be the general opinion that the Mexican Government would hold out for a long time against the demands of France.

American citizens appeared to be treated in a very friendly manner by the Mexicans, who seem much pleased at the report that the United States have determined to submit all differences to a third power, for arbitration.

Com. Dallas was off Tampico, in the U. S. ship Constellation, James McIntosh, Esq., commander; also, the U. S. ship Boston, Capt. Babbit, and the Ontario, Capt. Breese—all well.

The Natchez experienced a norther on the 23d ult., which lasted 30 hours.

The officers attached to this ship, are:

BENJAMIN PAGE, Jr. Esq., *Commander*; James D. Knight, Henry Moor, Chas. S. Ridgely, David McDougall, *Lieutenants*; Richard Cogdell, *Sailingmaster*; Sterrett Ramsey, *Purser*; George Blacknall, *Surgeon*; John T. Mason, *Assistant Surgeon*; Midshipmen, Napoleon Collins, Silas Bent, Wm. E. Boudinot, Joel Kennard, James W. A. Nicholson; Henry B. Page, *Captains Clerk*; John Bryant, *Boatswain*; Thomas Whitman, *Sailmaker*; John D. Benthall, *Gunner*; John Horner, *Carpenter*; Edwin J. Leedom, *Purser's Steward*.

It is mortifying to see in the Pensacola Gazette an advertisement of Commander Paulding, of the U. S. sloop of war Levant, offering a reward of no less than five hundred and fifty dollars for the apprehension of eleven deserters from that ship. They are all of them Americans—four from Connecticut, one from Maryland, three from New York, two from Massachusetts, and one from Maine.

The proposals advertised for, by Maj. R. B. LEE, U. S. A., for furnishing Cypress plank and lumber for the U. S. Arsenal about to be erected near this place, were opened on Thursday last, and the contract awarded to Messrs. Stephen Cotter and Wm. R. Gibson, who were the lowest bidders. The price at which they have taken the contract is \$24 per 1,000 feet, board measurement, which, considering the high price of labor, and the superior quality of the lumber to be furnished, is much lower than it was supposed it could have been obtained at.

Several other bids were made, the highest of which was \$70 per 1,000 feet.—*Little Rock Gaz.*

U. S. STEAMBOAT POINSETT.—This steamer, under the command of Capt. JAMES TRATHEN, has, for a number of months past, been running between this place and Florida, and as a means of communicating information regularly and expeditiously, has proved of great advantage to the military operations of the army.

Capt. TRATHEN deserves much credit for his industry and exertions, since he has been engaged in this employment. His attention to the order and regularity of his boat, and the knowledge he has obtained from having been, for a number of years past, engaged in the construction and management of steamers, gives him great advantages over others of less experience, and therefore we should hope, if the Government contemplate the employment of steamers in the navy, that the services of such persons may be brought into requisition.—*Charleston Courier*.

The corporation of New York, some time since, voted a service of plate to be presented to Lieut. Gedney, of the U. S. navy—the discoverer and explorer of a new ship channel in the harbor of New York. The service is now finished, and exhibited by the manufacturer, and will soon be formally presented to the meritorious officer who has so richly deserved the compliment.—*Albany Daily Advertiser*.

A most painful event occurred last evening at West Point: Three daughters of Mr. Cozzens, who keeps the New American Hotel in this city, went to the river to bathe. The tide was low, and at the place which they had chosen the bank was rocky and precipitous. The two youngest found themselves suddenly in the midst of a current too strong for them to resist, and were swept away from the shore. The eldest saw them struggling, and made an effort to save them. In doing this she was also carried away by the current, and all three perished.

They were all very young, between the years of 12 and 16, as we are informed.—*New York Evening Post.*

[Other New York papers say that these young ladies were the *nieces*, not the *daughters*, of Mr. W. B. Cozzens.]

Correspondence of the New York American.

WASHINGTON, June 14, 1838.—The steam frigate *Fulton*, now lying at our Navy Yard, has been recently examined by a Board of Navy Commissioners, who propose some material alterations, so as to increase her general speed and make her shot proof. They report that the object can be attained by taking off about three feet of the depth from the lower part of the wheel-house. These houses are so low at present, that, in a moderate sea, they impede the progress of the vessel, and become nearly choked with water, and it requires at times all the force of the engines to make the wheels revolve. The outsides of the wheel-houses are made of two courses of plank, and are nine inches thick, fastened together by screw-bolts; this thickness of plank is not found to be shot proof, and it is therefore proposed to remove the present planks and substitute thicker ones in their place. But as by reducing the depth of the wheel-houses, the marines and firemen are deprived of their berths, it is proposed to make room for these persons, and to protect the engineers from inclement weather, by putting up a light deck, but little heavier than the promenade deck of a passenger steamboat. It will also be necessary to make a cabin for the commander on deck, extending from the after cross-bulwark, a little forward of the present gangway.

It is supposed that the cost of these alterations and additions will not exceed \$4,500, and can be effected in two or three weeks.

NEWPORT, R. I., June 16.—Yesterday a collation was given on board *L'Hercule*, to the officers of our navy residing here, and a few invited guests. At 4 o'clock, a mock combat or sham fight, representing a naval engagement, was performed by the crew of *L'Hercule*, when several hundred guns were discharged in quick succession, and the manner of boarding and repelling boarders was exhibited as in actual fight. An immense number of spectators, on board the several steam boats, vessels, small boats, &c., and from the shores of Forts Wolcott and Adams, witnessed these manœuvres.

We learn that Com. Casey, and several of his officers, took passage last evening in the steamboat *Providence*, for New York, to meet the Prince de Joinville; and also to attend a public dinner, which is to be given to the Prince by the French residents in New York.

The steamboats *Narragansett*, John W. Richmond, and *Kingston*, from Providence; and *King Philip*, from Fall river, brought here yesterday upwards of two thousand passengers, and our streets presented the appearance of a populous city.—*Mercury.*

H. M. steamer *Dee*, left Quebec on the 18th inst., and arrived at Montreal on the 20th, with a force of upwards of 200 seamen, detached from the several ships lying at Quebec, for service on the upper lakes.

THE UNITED STATES AND CANADA.

From the Buffalo Journal.

We last evening briefly alluded to a rumor of anticipated disturbances at Lewiston. The following letter from one of the editors, now at that place, goes more in detail in reference thereto.

LEWISTON, June 8th, 1838.

DEAR SIR—On Wednesday night last the inhabitants of this village were alarmed by the sudden and unexpected entrance of 250 armed men, who proceeded to a point on the Niagara river, about two miles below, for the avowed purpose of crossing into Canada and attacking Queenston. When volunteers were called for, but thirty entered the boats, and an alarm being given that the U. S. authorities were coming, the whole party dispersed before day-light.

Information having been sent to Major Young, U. S. army, commanding at Buffalo, a detachment of troops was immediately despatched, who arrived here last evening, and are in quarters on the bank of the river near the steamboat landing, Capt. Homans, U. S. Navy, having the command. In addition to this force, Lt. Ottinger, of the revenue service, with his usual promptitude, has brought down the crew of the cutter *Erie*, now lying in Buffalo harbor.

These movements, in connexion with the exertions of Mr. George Clinton, Collector of the port of Buffalo, have had the effect of tranquillizing the fears of the inhabitants, lest retaliatory measures might be adopted by the Canadians—also of inducing the owners of the British steamboats to forego the alleged necessity of carrying armed men—a matter of course creating bad feelings on this side.

Last evening a reinforcement of one squadron of horse, British regulars, arrived at Queenston.

Yours, &c.

H.

Quebec Correspondence of the Montreal Herald.

QUEBEC, Thursday, 8 P. M.—The Honorable Colonel Grey, 71st Regiment, left this city yesterday morning at 10 o'clock, by steamer, for Montreal on his way to Washington. Col. Grey is the bearer of despatches from the Earl of Durham to Mr. Fox, the British Minister, relating to the destruction of the steamer *Sir Robert Peel*. Mr. Fox is directed to introduce Colonel Grey personally to the President, and he has received instructions from the Governor General, to call upon Mr. Van Buren for an avowal of his views on the subject of the late daring outrage, and what are the measures he intends adopting for the purpose of bringing the offenders to justice, and preserving the tranquillity of the frontier. A demand will also be made for those individuals who have been already apprehended to be given up to the British authorities.

The National Intelligencer copies the paragraph from the Montreal Herald, in regard to the mission of Col. GREY to Washington, and says: "As this paragraph is copied in New York, it may go the rounds, and, uncontradicted, its contents gain belief. It seems worth while, therefore, that the whole of the story, except the single fact of Col. GREY being the bearer of despatches from the Governor General of the British Provinces to the British Minister in Washington, is obviously the mere coinage of the brain."

"Lord Durham's directions to Mr. Fox and his instructions to Col. Grey are all of the same stamp, and should be nailed to the counter together. Mr. Fox is the only representative of Great Britain through whom the Executive of the United States can be authentically addressed in such a matter as the letter speaks of. The only authority from whom he can receive instructions is his Sovereign and her Ministers. Lord Durham may doubtless communicate with and advise him; but Mr. Fox is quite as likely to be clothed with power to issue directions to Lord Durham, as for Lord Durham to have power to 'instruct' Mr. Fox."

From the Montreal Herald of Tuesday.

His Excellency the Earl of Durham has ordered instructions to be issued, for the present, that the improvements in the houses which he has engaged in town, shall be discontinued. Various rumors are in circulation in consequence, but none that are general are true. Lord Durham has demanded the delivery to the British authorities of the prisoners concerned in the burning of the Sir Robert Peel, and if it is not complied with by the American Government, he will take upon himself the responsibility, as he has the power, of declaring war between Great Britain and the United States, and will proceed at once to England in a ship of war.

From the Albany Argus.

The following is a copy of a "proclamation" recently issued by the leader of the gang that destroyed the steamboat Sir Robert Peel. It was obtained for Gov. Marcy; and, if the facts may be relied on, is important, as showing that the attack, although made in the American waters, was concerted in and proceeded from the British dominions.

"To all whom it may concern.

"I, William Johnson, a natural born citizen of Upper Canada, certify that I hold a commission in the Patriot service of Upper Canada, as commander in chief of the naval forces and flotilla. I commanded the expedition that captured and destroyed the steamer Sir Robert Peel. The men under my command in that expedition were nearly all natural born English subjects—the exceptions were volunteers for the expedition. My Head Quarters was on an Island in the St. Lawrence, without the jurisdiction of the United States, at a place named by me Fort Wallace. I am well acquainted with the boundary line, and know which of the Islands do, and which do not belong to the United States; and in the selection of the Island I wished to be positive and not locate within the jurisdiction of the United States, and had reference to the decision of the Commissioners under the 6th article of the treaty of Ghent, done at Utica, in the State of New York, 13th June, 1822. I know the number of the Island, and by that decision it was British territory. I yet hold possession of that station, and we also occupy a station some twenty or more miles from the boundary line of the United States, in what was his Majesty's dominions until occupied by us. I act under orders. The object of my movements is the independence of the Canadas. I am not at war with the commerce or property of the citizens of the United States.

"Signed this tenth day of June, in the year of our Lord one thousand eight hundred and thirty-eight.
WILLIAM JOHNSON."

In the Sandwich Herald there is the following account of a disgraceful attack upon some British officers at Detroit:

Col. Hill, Capt. Sparke, and Lieut. Robinson, of the Queen's Light Infantry, in full uniform, accompanied by Dr. Dewson, Surgeon of the Regiment, in plain clothes, went over to Detroit about noon, on Friday, and whilst walking through the streets, were assailed by the cry of "Tory, Tory," from individuals, and also by disgusting and abusive language, and were thrice pelted with stones, eggs, and mud, of which they took not the slightest notice.

On their arrival at the wharf, they found that the ferry boat had just left, and they accordingly had to wait its return, and therefore took another stroll through the street. On their return a second time to the wharf, Capt Sparke was twice pelted with eggs, which broke on his back; and on his turning to cross the street where Col. Hill and Lieut. Robinson were standing, in a store at the corner of the street opposite to the ferry wharf, a man pushed purposely against him, and struck his sword, which the man

construed into an affront from Capt. Sparke. A mob of twenty or thirty scoundrels immediately collected, and closed round the officers, and used most disgusting, insulting and brutal language; evidently with the view of provoking them to draw their swords, which, had they done, there is not the slightest doubt they would all have been murdered.

The officers behaved with the greatest forbearance, and, at Col. Hill's request, went quietly on board the ferry boat, but in turning to do so, Capt. Sparke was kicked by the cowardly rascal who first pushed against him; several eggs were also thrown at the officers, when on board of the boat, one of which passed close to the head of Miss Mason, sister to the Governor, who, with other ladies, and Capt. Rowland, of the Brady Guards, came on board the boat as she was pushing off. Only one individual, a respectable looking person, standing in the store with the officers, attempted to interfere in their behalf, and repudiated the conduct of his fellow-citizens. He having seen the man wantonly push against Capt. S. expressed his opinion to that effect.

Capt. Grant, late of the royal cavalry of Sandwich, was present at the affray, and exerted himself very handsomely in favor of the officers, and openly expressed his indignation at the brutal conduct of the "free and enlightened citizens of the greatest republic in the world."

Another officer, Lieut. Cameron, of the Queen's Light Infantry, who had been sent on the 17th, with despatches to Amherstburgh, on his return last Sunday morning in the steamer Gen. Porter, was grossly insulted, and pelted with stones and mud, whilst proceeding on horseback from the landing to the ferry-boat. Lieut. Cameron was informed that the man who led the mob on Friday and Saturday, was a fellow named Appleby, *cidevant* Captain of the piratical steamboat Caroline, and now of the steamboat Constitution.

MORE TROOPS AT QUEBEC.—On the 12th inst. there arrived at Quebec, H. M. ship of the line Hercules, Capt. Nichols, from Portsmouth, with 20 officers and 570 men of the first Royals, 32d and 43d Regiments; H. M. ship Medea, from England, with 100 men of the 24th Regiment; transports Boadicia, from Woolwich, with 5 officers, 226 men, 24 women and 46 children, of the Royal Artillery; and the Stentor, from Cork, with 5 officers and 57 men of the 1st Dragoon Guards, and their horses. In port at Quebec on the 13th, three ships of the line, two frigates, a sloop of war, a steamer of the Royal Navy, and numerous transports.

We understand that the strength of the garrison is to be increased to 1,200 troops of the line, 300 Royal Artillery, 150 Sappers and Miners, 150 Seamen, some Marines and Cavalry, making a total of about 2000 men, besides the disciplined militia, ready at a moment's call. The Commandant will thus be enabled to send out detachments to any threatened point without delay, and in sufficient force to put down all opposition. To obtain accommodation for the troops, a barrack to hold 300 men, will be built forthwith in the Tete de Pont Barrack Yard, and Mr. W. Carrel's large tavern and buildings have been taken for the Barracks.—*Kingston Herald.*

ARMY.

OFFICIAL.

GENERAL }
ORDERS, }
No. 17. }

ADJUTANT GENERAL'S OFFICE,
Washington, June 19, 1838.

By direction of the Secretary of War, a Medical Board, to consist of

Surgeon T. G. Mower,
Assistant Surgeon H. L. Heiskell,
and Assistant Surgeon T. Henderson,
will convene in Washington, D. C., on the 16th of July, 1838, for the purpose of examining the applicants for appointments in the Medical Staff of the Army.

On the adjournment of the Board, the members will repair to their respective stations, and report for duty.

ROGER JONES, *Adj't. Gen.*

GENERAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 18. } Washington, June 27, 1838.

I. Promotions and appointments in the Army since the 1st January, 1838.

FIRST REGIMENT OF DRAGOONS.

Second Lieutenant William N. Grier, to be First Lieutenant, 14th April, 1838, *vice* Ury, deceased.

36. Cadet A. J. Smith, to be Second Lieutenant, 1st July 1838.

44. Cadet C. F. Ruff, to be Second Lieutenant, 1st July, 1838.

SECOND REGIMENT OF DRAGOONS.

First Lieutenant Erasmus D. Bullock, to be Captain, 29th January, 1838, *vice* Graham, resigned.

Second Lieutenant N. W. Hunter, to be First Lieutenant, 31st December, 1837, *vice* Forsyth, resigned.

Second Lieutenant Robert B. Lawton, to be First Lieutenant, 29th January, 1838, *vice* Bullock, promoted.

Second Lieutenant Nathan Darling, to be First Lieutenant, 1st March, 1838, *vice* Maury, resigned.

25. Cadet William A. Brown, to be Second Lieutenant, 1st July, 1838.

26. Cadet William J. Hardee, to be Second Lieutenant, 1st July, 1838.

27. Cadet Hamilton W. Merrill, to be Second Lieutenant, 1st July, 1838.

29. Cadet Owen L. Ransom, to be Second Lieutenant, 1st July, 1838.

31. Cadet Henry H. Sibley, to be Second Lieutenant, 1st July, 1838.

33. Cadet Ripley A. Arnold, to be Second Lieutenant, 1st July, 1838.

43. Cadet Richard H. Graham, to be Second Lieutenant, 1st July, 1838.

45. Cadet Zebulon M. P. Inge, to be Second Lieutenant, 1st July, 1838.

FIRST REGIMENT OF ARTILLERY.

Second Lieutenant George G. Waggaman, to be First Lieut., 15th February, 1838, *vice* Chalmers, dropped.

1. Cadet William H. Wright, to be Second Lieutenant, 1st July, 1838.

2. Cadet P. G. T. Beauregard, to be Second Lieutenant, 1st July, 1838.

3. Cadet James H. Trapier, to be Second Lieutenant, 1st July, 1838.

9. Cadet Isaac S. K. Reeves, to be Second Lieutenant, 1st July, 1838.

23. Cadet Irvin McDowell, to be Brevet Second Lieutenant, 1st July, 1838.

SECOND REGIMENT OF ARTILLERY.

First Lieutenant W. C. DeHart, to be Captain, 3d April, 1838, *vice* Mountfort, resigned.

Second Lieutenant Roland A. Luther, to be First Lieutenant, 3d April, 1838, *vice* DeHart, promoted.

4. Cadet Stephen H. Campbell, to be Second Lieutenant, 1st July, 1838.

6. Cadet Alexander H. Dearborn, to be Second Lieutenant, 1st July, 1838.

11. Cadet William B. Blair, to be Second Lieutenant, 1st July, 1838.

15. Cadet Lucius Pitkin, to be Second Lieutenant, 1st July, 1838.

19. Cadet Wm. A. Nichols, to be Bvt. Second Lieutenant, 1st July, 1838.

21. Cadet Leslie Chase, to be Brevet Second Lieutenant, 1st July, 1838.

THIRD REGIMENT OF ARTILLERY.

Second Lieutenant Thomas W. Sherman, to be 1st Lieutenant, 14th March, 1838, *vice* Church, resigned.

7. Cadet John T. Metcalf, to be Second Lieutenant, 1st July, 1838.

8. Cadet Thomas Casey, to be Second Lieutenant, 1st July, 1838.

10. Cadet Buckner Board, to be Second Lieutenant, 1st July, 1838.

13. Cadet James M. Ketchum, to be Second Lieutenant, 1st July, 1838.

16. Cadet William H. Shover, to be Second Lieutenant, 1st July, 1838.

18. Cadet Milton A. Haynes, to be Brevet Second Lieutenant, 1st July, 1838.

FOURTH REGIMENT OF ARTILLERY.

12. Cadet Thomas S. Ringgold, to be Second Lieutenant, 1st July, 1838.

14. Cadet Henry C. Wayne, to be Second Lieutenant, 1st July, 1838.

17. Cadet William F. Barry, to be Brevet Second Lieutenant, 1st July, 1838.

FIRST REGIMENT OF INFANTRY.

Second Lieutenant George H. Pegram, (Adjutant,) to be 1st Lieutenant, 1st July, 1838, *vice* Beach, resigned.

28. Cadet Robert S. Granger, to be Second Lieutenant, 1st July, 1838.

30. Cadet John H. Mathews, to be Second Lieutenant, 1st July, 1838.

35. Cadet Alexander W. Reynolds, to be Second Lieutenant, 1st July, 1838.

41. Cadet Ferdinand S. Mumford, to be Second Lieutenant, 1st July, 1838.

SECOND REGIMENT OF INFANTRY.

First Lieutenant Joseph R. Smith, to be Captain, 26th April, 1838, *vice* Cobbs, promoted.

Second Lieutenant John M. Clendenin, to be First Lieutenant, 26th April, 1838, *vice* Smith, promoted.

40. Cadet Justus McKinstry, to be Second Lieutenant, 1st July, 1838.

FOURTH REGIMENT OF INFANTRY.

Second Lieutenant Henry L. Scott, to be First Lieutenant, 1st March, 1838, *vice* Howe, resigned.

34. Cadet Constant Freeman, to be Second Lieutenant, 1st July, 1838.

39. Cadet Robert M. Cochran, to be Second Lieutenant, 1st July, 1838.

FIFTH REGIMENT OF INFANTRY.

Brevet Major W. V. Cobbs, Captain of the Second Regiment of Infantry, to be Major, 26th April, 1838, *vice* Green, promoted.

42. Cadet Carter L. Stevenson, to be Second Lieutenant, 1st July, 1838.

SIXTH REGIMENT OF INFANTRY.

Major John Green, of the 5th Regiment of Infantry, to be Lieut. Col., 26th April, 1838, *vice* Fowle, deceased.

First Lieutenant William Hoffman, to be Captain, 1st February, 1838, *vice* Nute, resigned.

Second Lieutenant W. H. T. Walker, to be First Lieutenant, 1st February, 1838, *vice* Hoffman, promoted.

5. Cadet Jeremiah M. Scarritt, to be Second Lieutenant, 1st July, 1838.

20. Cadet John C. Fletcher, to be Second Lieutenant, 1st July, 1838.

22. Cadet Langdon C. Easton, to be Second Lieutenant, 1st July, 1838.

32. Cadet Edward Johnson, to be Second Lieutenant, 1st July, 1838.

37. Cadet Charles J. Hughes, to be Second Lieutenant, 1st July, 1838.

38. Cadet William Hulbert, to be Second Lieutenant, 1st July, 1838.

SEVENTH REGIMENT OF INFANTRY.

James S. Sanderson, late Sergeant Major, to be Second Lieutenant, 1st March, 1838.

PROMOTIONS BY BREVET.

Colonel Zachariah Taylor, of the First Regiment of Infantry, to be *Brigadier General* by *brevet*, to rank from 25th December, 1837, for distinguished services in the battle of the Kissimmee, in Florida, with the Seminole Indians.

Lieutenant Colonel William S. Foster, of the Fourth Regiment of Infantry, to be *Colonel* by *brevet*, to rank from 25th December 1837, for distinguished services in Florida, and particularly in the battle of the Kissimmee.

III. CASUALTIES, (23.)

RESIGNATIONS, (15.)

Captains, (3.)

John Graham, 2d Dragoons, 28 Jan., 1838.

Bvt. Maj. John Mountfort, 2d Artillery, 2 April, 1838.

Levi M. Nute, 6th Infantry, 31 Jan. 1838.

First Lieutenants, (5.)

William Gilpin, 2d Dragoons, 30 April, 1838.

Z. M. P. Maury, 2d Dragoons, 28 Feb., 1838.

Albert E. Church, 3d Artillery, 13 March, 1838.

John Beach, 1st Infantry, 30 June, 1838.

C. S. Howe, 4th Infantry, 28 Feb. 1838.

Second Lieutenants, (6.)

Richard G. Stockton, 1st Dragoons, 30 April, 1838.

Franklin Saunders, 2d Dragoons, 30 June, 1838.

John R. Parker, 2d Dragoons, 31 March, 1838.

Fisher A. Lewis, 1st Artillery, 15 Feb. 1838.

William T. Martin, 4th Artillery, 15 June, 1838.

Peter C. Gaillard, 1st Infantry, 30 April, 1838.

Assistant Surgeon, (1.)

John C. Reynolds, Assistant Surgeon, 25 May, 1838.

TRANSFER (1.)

Second Lieutenant W. D. Berrien, of the 2d regiment of Dragoons, transferred to 6th regiment of Infantry.

DEATHS (7.)

Lieutenant Colonel John Fowle, 6th Infantry, 25th April, 1838.

First Lieutenant Asbury Ury, 1st Dragoons, at Matanzas, 13th April, 1838.

Second Lieutenant James McClure, 1st Infantry, at Fort Brooke, Flo., 5th April, 1838.

Second Lieutenant Charles H. E. Spoor, 4th Infantry, Lockport, N. Y., 26th January, 1838.

Second Lieutenant John Connor, 5th Infantry, New Orleans, 24th February, 1838.

Assistant Surgeon Willison Hughey, 25th April, 1838.

Assistant Surgeon Wade Sullivan, at Camp Walker, 15th May, 1838.

DROPPED.

Lieut. Charles B. Chalmers, 1st Arty. 14th Feb. 1838.

III....The officers promoted and appointed will report according to their promotions and appointments, and join their proper stations, regiments, or companies, without delay; those on detached service, or acting under special orders and instructions, will report by letter to their respective Colonels.

IV....The Graduates of the Military Academy appointed Second Lieutenants, and assigned to the four regiments of Artillery, and the two Second Lieutenants assigned to the 2d and 5th Infantry, will repair to the northern frontier, and report for duty to the several commanding officers, according to the orders transmitted from the Adjutant General, and communicated through the Commandant at West Point.

The Second Lieutenants assigned to the Dragoons, and the 1st, 4th, and 6th regiments of Infantry, will join their respective regiments, and report for duty on the 30th of September, agreeably to Regulations.

All the graduates promoted will immediately report by letter to their respective Colonels, who will assign them to companies. Those on leave of absence will report their address, monthly, to the Adjutant General's office.

BY ORDER :

ROGER JONES, *Adj't. Gen.*

*Note....*The numbers prefixed to the names of the Second and Brevet Second Lieutenants denote their relative rank.

SPECIAL ORDERS.

No. 39, June 23.—The commanding officer at Fort Gibson will detach a company of the 7th Infantry, with orders to the Captain to proceed to Fort Smith, Ark., now about to be re-established. On the arrival of the company, Capt. Stuart will abandon Fort Coffee, cause all the military, hospital, and other supplies at that post to be sent to Fort Smith, and then proceed with his company to Fort Gibson, the Head Quarters of his Regiment.

Asst. Surgeon Hammond is assigned to duty at Fort Smith, and will report accordingly.

Sick leave for six months to Lt. T. B. Linnard, 2d Artillery.

*NAVY.**NAVAL GENERAL ORDERS.*

NAVY DEPARTMENT, June 20, 1838.

From the fourth day of July, 1838, Passed Midshipmen and Midshipmen, but no other officers of the Navy of the United States of an inferior grade, are to wear a gold band around their caps when in undress.

MAHLON DICKERSON.

The armament of the Exploring Expedition being adapted merely for its necessary defence while engaged in the examination and survey of the islands of the Southern Ocean, against any attempts to disturb its operations by the savage and warlike inhabitants of those islands; and the objects which it is destined to promote being altogether scientific and useful, intended for the benefit, equally, of the United States and of all the commercial nations of the world, it is considered to be entirely divested of all military character, that, even in the event of the country being involved in a war before

the return of the squadron, its path upon the ocean will be peaceful, and its pursuits respected by all belligerents.

The President has, therefore, thought proper, in assigning officers to the command of this squadron, to depart from the usual custom of selecting them from the senior ranks of the Navy, and according to their respective grades in the service; and has appointed Lieutenant CHARLES WILKES first officer to command the Exploring Squadron, and Lieutenant Wm. L. HUDSON to command the ship Peacock, and to be second officer of said squadron; and to take command thereof in the event of the death of the first officer, or his disability, from accident or sickness, to conduct the operations of the Expedition.

MAHLON DICKERSON.

NAVY DEPARTMENT, June 22, 1838.

NAVY DEPARTMENT, June 23, 1838.

The Board of Captains in the Navy convened in Baltimore on the 23th ult. for the examination of Midshipmen, adjourned on the 22d inst.

The following is the list of the Midshipmen who passed in the order of rank assigned them by the Board, after a careful consideration of their several qualifications, and all other circumstances which it became the duty of the Board to weigh.

1 Geo. W. Chapman	24 Wm. Ronckendorff
2 Wm. P. McArthur	25 Wm. B. Beverley
3 Hun Gansevoort	26 John Hall
4 William Drayton	27 Francis Lowry
5 George Wickham	28 Wm. E. LeRoy
6 Simon F. Blunt	29 Maxwell Woodhull
7 Frederick A. Bacon	30 Henry Waddell
8 William T. Smith	31 Strong B. Thompson
9 Thos. W. Cumming	32 Lafayette Maynard
10 William May	33 Roger N. Stembel
11 Henry H. Lewis	34 Geo. Colvocoressis
12 Joseph P. Sanford	35 Washington Reid
13 Geo. W. Harrison	36 William Crancy
14 James F. Armstrong	37 Edward S. Hutter
15 Ferdinand Pepin	38 Francis S. Haggerty
16 Montgomery Hunt	39 Theodore B. Barrett
17 Henry Eld	40 J. R. M. Mullany
18 John Contee	41 James A. Doyle
19 Joseph H. Adams	42 James J. Forbes
20 William A. Parker	43 Matthias Marine
21 James D. Johnson	44 Chas. Robinson
22 John N. Maffit	45 Wm. M. E. Adams.
23 Wash. Gwathmey	

ORDERS.

June 19—P. Mid. S. R. Knox, Exploring Expedition.

Mid. Wilkes Henry, do.
Mid. H. Waddell, steam ship Fulton.

22—F. G. Mayson, W. I. Squadron.

Lt. W. L. Hudson, command of ship Peacock:

23—Mid. B. R. Nichols, ship Erie.

Lieut. A. B. Pinkham, Navy Yard, Norfolk.

P. Mid. M. Hunt, Rendezvous, Philadelphia.

P. Mid. G. M. McCreery, do. Norfolk.

25—P. Mid. W. Rockendorff, Navy Yard, N. Y.
Surgeon M. Morgan, Naval Asylum, Philadelphia, vice Th. Harris, relieved at his own request.

Gunner George Bell, Navy Yard, Pensacola.

OFFICERS RELIEVED AND DETACHED.

June 19—Lt. E. S. Johnson, from ship Erie.

P. Mid. G. L. Selden, from duty with Lieut. McLaughlin.

APPOINTMENT.

June 25—George Bell, acting Gunner.

RESIGNATIONS.

Joseph Dwyer, Purser, June 25.

B. F. Anderson, Midshipman, June 23.

DEATHS.

At the Marine Barracks in this city, on the 12th inst., Sergeant ETIENNE TRIQUET, aged 63 years.

At the navy yard, Portsmouth, N. H., on the 9th inst., JOHN FLOYD, Esq., Naval Constructor.

At Camp Walker, Florida, on the 15th ult., Ass't. Surgeon WADE SULLIVAN, of the army.

At Westchester, Pa., on the 18th inst., Mrs. MARY WILTBANK, wife of the Rev. JAMES WILTBANK, chaplain U. S. navy.

